OSCULATORY.

The following osculatory versicular rolling-stone comes across from Arkansas, where it seems to have pretty much gone the rounds. The Sun adds two verses as its contribution:

Cream and peaches once a week, Kiss your girl on the right hand cheek; Apples green and apples dried, Kiss her on the other side. -Stuttgart Free Press.

That evinces wretched taste; Take your girl about the waist. Lift her to her pink toe-tips, And print it squarely on her lips. -Mulberry Ledger.

Seize the maiden in your arms, Blushing in her tempting charms; And it would, we think, besnugger, Oft to kiss and tightly hug her. -Camden Beacon. Take your girl in warm embrace-

Heart to heart and face to face-Eye to eye and nose to nose; Flippity flop and away it goes. -Malvern Times-Journal. What's the use of all this rhyme?

Take your girl at any time, Squeeze her till the blushes come; Shut your eyes and yum-yum-yum! -Russellville Democrat.

We find our way by far the best To set the senses in a whirl-Just give your own dear girl a rest, And kiss some other fellow's girl. -Lonoke Democrat.

The girl she needs no rest, Kiss once; kiss again; Kiss often or she'll complain. -Green Forest Tribune.

This is wrong; we do protest,

To us a better way is this With head inclined to prevent collision, With arms entwined to give decision. Just go ahead and kiss, kiss, kiss. --Sprindale News.

Take the plan of Billy Grundy.

Then if you possess the cheek,

And kiss your girl all day Sunday;

Why, kiss her often through the week. -Baptist Review. We say the best of rules is this-A pretty girl you always kiss; Be she the mash of any man,

> -Osceola Times. A ROMANCE OF CUBA.

Be wise and kiss her when'er you can.

A Cavalry Leader Who Avenges the Wrongs of His Ancestors.

The name of the revolutionary leader, General Jesus Rabi, is mentioned often in the dispatches from Cuba. As commander-in-chief of the Cuban cavalry forces in the east he won renown not only by his deeds of daring and his skill as a strategist, but also by his chivalrous spirit and his devotion to the cause of liberty.

The interest in his career is increased by a circumstance made known through a Cuban letter to The Sun that he is one of the few living descendants of the aboriginal race of Indians who inhabited the island when Columbus discovered it in 1492, and nearly all of whom were slain or enslaved by the Spanish conquerors. It is against the offspring of the race who destroyed his own ancestors that General Rabi now wages war with all the energy of his nature. Four hundred |-loathed me! Then my fate would be convoyed him safely until a boat picked years after his people were crushed by less bitter." Spain he appeares on the battle field

as Spain's defiant enemy. The aboriginal race that inhabited Cuba in the fifteenth century, when it was invaded by Spain, were known as own burden; but how can I survive, Ciboneyes, and they numbered perhaps 40,000. They belonged to the same stock as that which then dwelt upon the other islands in the Caribbean sea, and that have alweys been spoken of as Indians. The Ciboneyes were singularly docile in their character, and they received the Spaniards in a friendly manner; but their gentle traits did not save them from ruin. In a few years they suffered the doom that awaited the natives of most of the other American countries subdued by Spain. The story is a familiar one. The Spaniards overran the island, massacred thousands of its unfortunate inhab | Dealer. itants under circumstances, of extreme cruelty, burned their proud chief at the stake, and reduced to involuntary servi tude those who were left alive, assigning to each Spaniard a gang of Ciboneyes numbering about 300. The treatment to which the slaves were subjected by their masters was so harsh that nearly all of them were dead within twenty or thirty years. It is a black

chapter in the history of Spain. A few of the people took refuge in the mountainous region of the east, and a small number of their posterity may be found there at this day. They are of a light copper color, and they intermarry, as do the Jews, so that their blood is kept distinct from that of the other inhabitants of Cuba.

It is to this almost extinct race of mankind, the race of the ancient Ciboneyes, that General Rabi belongs, though he is less noted for his docility than for some other traits. In recent times he has done his part in causing Spain to suffer for the wrongs that Spain inflicted upon his ancestors four centuries ago. He is as bitter in his hatred of the Spanish tyrant as he another unearthly screech. It seemed to is proud of his descent from the abo-

riginal Ciboneyes. It was in his youth, nearly thirty years ago, that this historic man first took up arms against Spain. He participated in the ten-year war, after which he waited for his next opportunity; but it came in the second month of 1895. His military record since then has been a brilliant one, and liberty and justice. He is a man of the mountains which here and there rise broad thought, and he converses about public affairs like a statesman. Under his command there are five battalions of cavalry, besides a small force of in-

There has ben a report that General Rabi would take part in the projected campaign against Havana. If he should do so, and if it should be his fortune to enter the capital bearing the flag of free Cuba, the story of the romance of the hero of the modern Ciboneyes would be rounded off, to the dishonor of Diego Velasquez of the year 1511, and to that of Valeriano Weyler of the year 1897 .- New York Sun.

A MESSAGE FROM MARS.

An aerolite fell upon the earth near Binghampton, New York recently; at least it is called an aerolite; but some learned professors, who have examined it internally, find curious characters on a piece of metal imbeded in it, which they believe to be a message from the red planet, Mars. If that is so, it will be better to call together a synod of scientists. and have them decipher it. If the Martians have fired us a message we want to know what it is, and then means can be adopted to fire back an answer. There is no use saying that it can't be done, for "can't" is an expression unworthy of the age.-Minneapolis Journal.

'A PECULIAR ATTITUDE. (From The Washington Star.)

The attitude of this government toward the Cuban insurgents is peculiar, and it may well occasion the insurgents themselves to wonder.

We believe that their cause is just, but we will not help them to establish it. On the contrary, we are doing all in our power to help Spain. If Spain succeeds in re-establishing her brutal authority in the island, it will be very largely through the assistance of the United States. We are carrying the big end of the stick. Spain, in effect, acknowledges this herself; for if it is true, as she asserts, that the insurgents they have been able to do had that astion they have made against her by aid of assistance received from these shores, how very much more would they have been able to do hadthat assistance not been reduced to a minimum by the activity of this government in enforcing neutrality laws. As a matter of fact, therefore, we are helping to hammer into subjection again a people whose struggle for independence we approve, and of whose persecutions under Spanish control we are well aware.

We will not help the Cuban people to establish their freedom-are doing everything in our power to hinder and foil their own efforts to that end-but if, without us, and even against us, they succeed, we will at once become a controlling factor in the case. Suppose, after throwing off the Spanish yoke, and effecting an organization of their own affairs, the people of Cuba should decide to offer themselves to the protection of Great Britain, or Germany, or even republican France, upon the score that they would feel more disposed to use them well. Would they be permitted to consummate any such arrangement? Assuredly not. This government would at once interfere. The Monroe Doctrine would be asserted-in the swift space of a second. We will not, then, help them to establish their freedom, but if they establish it themselves, we will put a limit upon ute. what they shall do with it.

WANTED TO BE COAXED. "No," said Evangeline Glendenning, as she looked down at the floor and nevously twisted her slim little fingers, "no Alfred, I am sorry, but it cannot be."

Alfred Doncaster had loved the beautiseen her, and he had fondly believed that she looked upon him with more than ordinary favor. But now his hope lay shattered, and the future stretched out black before

ed, and was silent for a long time. At last the sweet maiden said "Try to be brave, Alfred. Look at me.

See how I am bearing up.' "Why should you bid me do this? What have you to bear up under?"

She shrank back a little and replied: "Oh, Alfred, if you only knew!" "Evangeline!" he cried, catching her in his arms and holding her in a strong emcannot hide the truth from me! Tell me it is so. "Yes," she whispered, "I love you, Al-

fred.' rible, terrrible! Oh, if you only hated me

She was frightened and drew away from him. "Why," she asked, "do you want me to hate you?"

knowing that you, too, suffer? "Yet why should either of us suffer?" the trimbling girl inquired. "Evangeline!" he almost hissed, "do

not jest with me! Why should we suffer? Are we not doomed to everlasting separation and misery? Are we not to "Oh," she interrupted, "you're not gotumble into your arms the first thing, as

if I had ben merely waiting for the word? You must be new at the business. Alfred Doncaster nearly seven minutes London Standard.

to win her back again.-Cleveland Plain

STEERING BY AN ECHO. According to La Verene W. Noyles, of this city, who had just returned from a "I believe the inland steamer route to Alaska is the finest pleasure trip in the and the water separated from the Pacific by a chain of islands, is as smooth as any harbor in the world. But at many points along the route the channel is quite tortuous and full of rocks, and whenever a fog is encountered every movement of the ship is fraught with

"I was awakened about 3 o'clock one morning by a long blast of the steamer's whistle. This struck me as unusual, for vessels rarely meet on that trip, and there are comparatively no settlements. A moment later I heard the captain and the pilot on the bridge over my stateroom engaged in a very lively colloquy. " 'I tell you it's right there,' said one of them, excitedly; 'it must be, or we'll

be on the rocks in a minute!' "That was enough for me. I tumbled out of my berth and half-dressed, rushed out on deck just as the whistle gave be answered immediately by another whistle near by, and I imagined we were meeting a steamer.

"'What did I tell you!' cried the pilot 'There she is all right!' "After waiting ten minutes or more. hoping to be able to catch a glimpse of the strange craft, I accosted the captain and asked him where the other steamer was. My question nearly gave him an epileptic fit. We had run into a dense fog, and our pilot was guiding us in that has manifested the finest qualities of crooked channel and among those treacha mind that is inspired by the love of our rocks by the echoes sent back from

POINTED PARAGRAPHS.

precipitously from the water's edge.'

Mr. Depew's versatility enables him to go from optomism to pessimism without a change of costume.-Washington Post.

praising the hardest kicker. What's Times-Union and Citizen.

We learn with regret that Mr. Mc-Kinley doesn't propose in his message Grand is the battle if grandly it ends. to monkey with the greenback buzz saw.-Atlanta Constitution.

Surely they have read Mark Hanna's history to no purpose who fear he will let the three doubtful ones in the Ohio Courage my brother, the haven is high. legislature get away from him.-Chicago Record.

between the United States and Spain, but the war preparations of both countries give the goddess of peace a sort

of chill.-Houston Post. Dr. Parker, of London, always preaches entirely extempore, and nothing annoys him more than to have it reported that he studies every word and gesture before rising in the pulpit,



HYPNOTIZED AND ALMOST DIED. A Pennsylvania Girl's Remarkable Ex-

perience Mill Helen Baldwin, aged 15, of Delaware county, Pa., almost died on Friday evening as a result of being hypnotized at a private party at the home of Owen W. Everett on Jackson street. During the evening Clyde Thomas, who has some skill in the art, hypnotized several young women, and Miss Baldwin also consented to try the test.

and Miss Baldwin was asleep in a son county, Mo. The once vaunted callsecure under the reign of a great power | twinkling. She was revived, but became hysterical and finally lapsed into a cataleptic condition.

The usual passes failed to awaken her. She was carried into the open air, but in the United States for the stopping and still slept and a doctor was unable to revive her. Professor Samuel Booth and J. B. Martin, who possess skill as hypnotists, were hastily called from their beds and found Miss Baldwin cold, with her pulse spasmodically beating at 39 a min-Occasionally she would exclaim: "I am awake." After an hour's hard work the

men restored her to consciousness.-Wilmington, Del., Dispatch.

THREE HEROINES.

The report of the Royal HumaneSociety is more than usually interesting ful girl from the moment he had first this month. If evidence he wanted of the strength and courage and hardihood of our young women, here it is-with a vengeance, old fashioned folks would add. The silver medal is granted to The strong, handsome young man sight Miss Fullerton of Dudhope Terrace, Durdee; of such a heroine every detail ir worth note. Miss Fullerton was He turned toward her in wonder, and strolling on the Forfarshire coast, apparently, when she observed a manufacturer in great distress out at sea. We are not told whether she threw off any of her clothes, but since the man was seized with cramp and was drownbrace, "you love me! Ah, darling, you ing, it is to be supposed that she did not. The distance was 300 yards and the sea "heavy," but Miss Fullerton swam out and, "exhorting the manu-"Oh, heaven," he groaned, "this is ter- facturer to preserve his presence of mind"-also "holding him up"-she them up midway. This is something like a "record." Our fathers would not have believed it possible for a girl to swim a quarter of a mile in her clothes "Ah," he answered, "I might bear my through a heavy sea, but this brave young athlete actually supported a even the bulk of the autonomists themmanufacturer-who run to weight as a selves. rule-in the agony of cramp. Miss Joan Harris of Belfast also

plunged into the sea without undressing and rescued a grown girl; further circumstances are not given, but swimmers know that it was a feat, anyhow. ing to let a little bluff stop you at the Miss Louisa Pright of Reading, too, did start, are you? Did you want me to not waste time in preparations when she saw a schoolboy drowning in the Kennet. It is not many years since swimming was regarded as a dubious Then she became so angry that it took sort of accomplishment for woman .-

HIS WIT SAVED HIM. (San Francisco Wave.)

A strict rule promulgated by every successive commandant at the navy yard midsummer pleasure trip to Alaska, nav- prohibits smoking on Mare Island, under igation in those northern latitudes pos- the most stringent penalties. Admiral ler fire, or to crawl into some hole and sessese some rather remakable features. Miller sauntering one recent afternoon through a distant part of the island, world," said Mr. Noyles the other day. came upon an Irish laborer digging a "The scenery is indescribably beautiful, trench and smoking a short black pipe. He was puffing away serenely, unconscious of regulations and with evident enjoyment. The admiral, who was in undress uniform, stopped.

"Don't you know, sir, that smoking is absolutely prohibited in the navy yard?" he said.

"Indade, that's true, but here am I all be meself, wid not a sowl to say a wurrd to, and I thought I'd take a puff or two to relave the silence.' "The regulations are explicit, sir," rebuked the admiral, "and the silence does

not excuse you. What's your name, sir? "And who may you be, anyway?" asked the Irishman. "I'm Admiral Miller, sir." "Ah, 'tis the new admiral ye are. 'Tis the fat job you have, admiral. Be care-

ful to kape it. Me name's Pat McGin-"Report at my office this afternoon without fail, McGinnis," said Miller, who could hardly keep from laughing. At 5 o'clock poor Patrick, who had made up his mind there would be the devil to play. tramped over to headquarters and the orderly ushered him into the dreaded

presence of the admiral, who said: "Sit down, Pat." Pat sat down, Miller touched a beli The orderly appeared. "Bring a bottle of champagne and two glasses," he said.

Not a word was spoken until the wine arrived. The admiral filled the glasses and pushed one over toward the Irishman. "Pat," he said, "give me the pipe. You'll not need it again.

The mystified laborer obeyed. "Now," said the admiral, "drink hearty, Pat, but you'll keep your job as long as I'll keep mine." Nor is this the first situation saved by

Irish wit.

it trends:

LAUGH AND BE HAPPY. Devotees of the gridiron are fond of Laugh and be happy, laugh while you the matter with the mule?-Florida Laugh 'mid the wild, rushing storms of today. Breasting the current when downward

> Laugh and be happy, laugh, it is best, Sailing the wide sweeping sea of unrest, Though the dark billows are running so

high. Laugh and be happy, laugh while you may.

There may be no danger of a rupture Laugh 'mid the wild, rushing storms of today, Faith, like a beacon light, woos us long. Fill the glad moments with laughter and song.

-Cora C. Bass in The Churchman. It is hard to convince the defeated condidate that it is better to have run and lost than not to have run at all, FOR SIXTEEN YEARS.

It is stated that in the State of Arkansas the last train robbery took place six years ago, and on that occasion the robbers were captured and convicted. In Oklahoma, where train robbing seemed at one time a confirmed habit, the robbers have been pretty generally hunted out. Attempts at train robbery and bank robbery in Minnesota and Kansas have resulted in the suden death of some of the thieves, and to others arrest and sentence to long terms of imprisonment. Altogether, the train robbing industry may be considered as narrowed down to a Mr. Thomas made a few slight passes i neighborhod near Kansas City, in Jacking of the train robber may now be called a cracker neck monopoly. Glendale, Blue Cut, and Elm Park, suburbs of Kansas City, Jackson county, Mo., are now the only regular and recognized stations spoliation of railroad trains. Honest people should rejoice at the decline of this special form of crime and its confinement to such a limited area. There will be fur-ther ocasion for rejoicing when an uprising in Jackson county in favor of law and order shall do away with train robbery in the old familiar places where it has been prosperously carried on for sixteen years.

SPAIN AND CUBA.

(Philadelphia Ledger.) It is too early to determine definitely whether General Blanco's announcement of a humane policy of warfare against the Cubans is to be a reality or a farce. Thus far the indications are that he is sincere in his desire to lessen. n some degree at least, the horrors of the insurrection and to wage war, not on women and children, but on the men who are in arms against the authority of Spain. Even if the pressure is too strong and he fails to carry out all the plans he has announced for a more humane campaign, it is unlikely that there will be a full recurrence of the savage and relentless cruelty which characterized the rule of the brutal and heartless Weyler. This much at least it seems certain will be gained to the credit of Spain by the change of commanders. But whatever policy in this particuluar is adopted in Cuba by Spain through its captain general, it becomes more and more apparent every day that its new scheme to retain control through the offer of so-called autonomy is not received with enthusiasm or favor by the Cuban patriots, the conservative party in Havana, or

WATTERSON CONSOLED... (Louisville Courier-Journal.)

The editor of the Courier-Journal returns his thanks, along with his most respectful homage, to those of his esteemed contemporaries who have done him the honor to consider him in connection with the result of the recent elections. Whether their comments were of compliment, or of compassion, he is alike beholden to them. He frankly confesses that, being too badly hurt to laugh, yet too brave to cry, he was in the same perplexity what was best to do; whether to take to the woods, or jump into the river and holdraw the hole in after him, or to go a-fishing, or what-not. But their words of sympathy, penetrating the dark recesses of the cloisters whither | Mount 9:05 a. m., daily except Sunday. he has betaken himself, and where in future he will make his abode, come like the song of birds to souls in purgatory. They confirm his philosophy. They cheer his exile. They indicate to him that there may be yet a drop or two in the bottom of the glass, perhaps so bad after all!

AN EXTRAORDINARY VIEW OF BALTIMORE. (From The Staunton Spectator-Vindi-

cator.) Baltimore has always been looked upon as a southern city. These has been a feeling of kindred between its people and those who suffered the hardships of the war and the pangs of defeat at its close. No greater pleasure has been known to many of them, and especially the merchants and business men of that section, than to visit that city and enjoy the hospitality and congenial society of its | merchants and business men.

atmosphere has undergone a transi- 11:10 a. m. tion, a transition little looked for ten from warm congenial to cold unfriendliness. The city has become a republican city. Like Philadelphia, it ceases to attract; it has left its friends in their hour of need, and has joined its foes, despoilers and humiliators.

It left the south and what the southern people believe to have been their interests at a time when they were borne down to business depression and ground into poverty by maladministration and partisan legislation, at a time when a friend would have been a friend indeed.

TEXAS TO BE CONGRATULATED. Now that the epidemic of yellow fever is at at an end in all parts of the south, it is time for Texas to call the whole country's attention to this state's wonderful success in preventing the dreaded disease from touching within its borders. Within 350 miles of a city that was afflicted with over 1700 cases, and with the disease an epidemic in a border state for over thre months. Texas did not develop more than a dozen "suspicious" fever patients and not one death. Even the few cases that were called yellow fever have been disputed by prominent physicians, and the fact that the disease did not spread would certainly lend countenanace to the belief that not one genuine case of the scourge has ben within after he has balanced his bank book. I the confines of this state.-Houston Post.

POINTED PARAGRAPHS. Confectioners should make their candy over bon-bon fires. The upper ten is composed of the whining nine and the umpire.

The dance they sit out is the most delightful to a pair or lovers. What the average Kentuckian needs is a waterproof coat for his stomach. Trifles as light as hair sometimes

turn the whole course of a man's ap-

No man ever realizes the power of a woman's eloquence until after he gets

ATLANTIG GOAST LINE

Schedule in Effect November 29th, 1897. Departures from Wilmington.

NORTHBOUND. DAILY No. 48-Passenger-Due Mag-9:35 A. M. nolia 11:02 a. m., Warsaw 11:15 a. m., Goldsboro 12:06 p. m., Wilson 12:55 p. m., Rocky Mount 1:40 p. m., Tarboro 2:45 p. m., Weldon 4:33 p. m., Peters-burg 6:23 p. m., Richmond 7:15 p. m., Norfolk 6:05 p. m., Washington 11:30 p. m., Baltimore 12:53 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., |Boston 3:00 p. m. DAILY No. 40-Passenger-Due Mag-

7:15 P. M. nolia 8:55 p. m., Warsaw 9:10 p. m., Goldsboro 10:10 p. m., Wilson 1:06 p. m., |Tarboro 6:45 a. m., Rocky Mount 11:57 p. m., Weldon 1:47 a. m., |Norfolk 10:30 a, m., Petersburg 3:18 a. m., Richmond 4:00 a. m., Washington 7:41 a. m., Baltimore 9:06 a. m., Philadelphia 11:25 a. m., New York 2:03 p. m., Boston 9:00 p. m. DAILY No. 50-Passenger-Due Jack-

except sonville 3:58 p. m., New Bern Sunday 5:20 p. m. 2:00 p. m.

SOUTHBOUND.

DAILY No. 55-Passenger-Due Lake 4:00 p. m. Waccamaw 5:09 p. m., Chad-bourn 5:40 p. m., Marion 6:40 p. m., Florence 7:20 p. m., Sumter 9:30 p. m., Columbia 10:50 p. m., Denmark 6:30 a. m., Augusta 8:20 a, m., Macon 11:30 a. m. Atlanta 12:15 p. m., Charleston 10:55 p. m., Savannah 1:58 a. m., Jacksonville 8:20 a. m., St. Augustine 10:30 a. m., Tampa 6:45

ARRIVALS AT WILMINGTON-FROM Fayetteville 9:15 p. m. Passenger Coach THE NORTH.

DAILY No. 49-Passenger-Leave Bos-5:50 p. m. ton |1:03 p. m., New York *9:00 p. m., Philadelphia 12:06 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weldon 11:52 a. m., Tarboro 12:12 p. m., Rocky Mount 12:47 p. m., Wilson 2:37 p. m., Goldsboro 3:20 p. m., J. W. FRY, Warsaw 4:11 p. m., Magnolia

4:24 p. m. 9:30 a. m. ton 12:00 night, New York 9:30 a. m., Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Washington 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m. |Norfolk 2:20 p. m., Weldon 9:43 p. m., |Tarboro 6:01 p. Welm., Rocky Mount 5:45 a. m., leave Wilson 6:22 a. m., Goldsboro 7:01 a. m., Warsaw 7:53 a. m., Magnolia 8:05 a. m. DAILY No. 51-Passenger-Leave New-

except bern 9:20 a. m., Jacksonville Sunday 10:42 a. m. 12:40 p. m. FROM THE SOUTH.

DAILY No. 54-Passenger-Leave Tam-1:25 p. m. pa 8:00 a. m., Sanford 1:50 p. m. Jacksonville 8:00 p. m., Savannah 1:48 a. m., Charleston 6:3 a. m., Columbia 7:00 a. m., Atlanta 8:20 a. m., Macon 9:30 a. mark 4:50 p. m., Sumter 8:25 a. 10:44 a. m., Chadbourn 11:45 a. m., Lake Waccamaw 12:16 p. m.

Atlanta, and with train 402 for Ports-Daily except Sunday. Trains on the Scotland Neck Branch North. 4:30 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:55 cept Sunday.

Trains on Washington Branch leave Washington 8:20 a. m. and 2:30 p. m., arrive Parmele 9:10 a. m. and 4:00 p. m., re- Tenn. turning leave Parmele 9:35 a. m. and 6:30 p. m., arrive Washington 11:00 a. m. and Richmond 8:56 p. m., Portsmouth 8:45 p. 7:20 p. m. Daily except Sunday. Richmond 8:56 p. m., Portsmouth 8:45 p. m. Arrives Weldon 11:10 p. m., Raleigh Train leaves Tarboro, N. C., daily ex- 2:07 a. m., Sanford 2:35 a. m., Hamlet 5:10 cept Sunday 5:30 p. m., Sunday 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. m. 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:50 Returning leaves Plymouth daily except | a. m., Lincolnton 10:20 a. m., Shelby 11:18 Sunday 7:50 a. m., and Sunday 9:00 a. m., a. m., Rutherfordton 12:30 noon, Athens Train on Midland N. C. Branch leaves at Atlanta for all points South and West. Goldsboro daily except Sunday 7:10 a. m., arriving Smithfield 8:30 a. m. Returning and Portsmouth to Chester. leaves Smithfield 9:00 a. m.; arrives at Goldsboro 10:25 a. m.

Train on Nashville Branch leaves ville 5:05 p. m., Spring Hope 5:30 p. m. Returning leaves Spring Hope at 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Train on Clinton Branch leaves Warsaw for Clinton, daily except Sunday,

11:20 a. m. and 4:15 p. m. Returning leaves Clinton 7:00 a. m. and 3:00 p. m. Florence Railroad leave Pee Dee 10:20 a. m., arrive Latta 10:38 a. m., Dillion a grain of sugar. Human nature is not | 6:29 p. m., Latta 6:43 p. m., Pee Dee 7:05 p. m. daily.

Trains on Conway Branch leave Hub 8:30 a, m., Chadbourn 11:50 a. m., arrive Conway 2:10 p. m., leave Conway 2:45 p. m., Chadbourn 5:45 p. m., arrive Hub 6:25 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:32 p. m., Manning 7:00 p. m., arrive Lanes 7:38 p. m., leave Lanes

8:28 a. m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad Leave Lanes 9:30 a. m. and 7:55 p. m., arrive Georgetown 12:00 m., 9:14 p. m., leave Georgetown 7:00 a. m. and 3:00 p. m., arrive Lanes 8:2 and 5:25 p. m. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 9:55 a. m., arrive Darlington 10:28 a. m., Cheraw 11:40 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:35 p. m., arrive Darlington 9:00 p. m., Hartsville 9:55 p. m. Bennettsville 9:56 p. m., Gibson 10:20 p. m. Leave Florence Sunday only 9:55 a. m., But the city has changed; the whole | arrive Darlington 10:27 a. m., Hartsville

Leave Gibson daily except Sunday 6:15 a, m., Bennettsville 6:41 a. m., arrive Daryears ago, but which has changed it lington 7:40 a. m. Leave Hartsville daily except Sunday 6:45 a. m., arrive Darlington 7:30 a. m., leave Darlington 9:00 a. m., arrive Florence 9:25 a. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:29 p. m., arrive Florence 7:00 p. m. Leave Hartsville Sunday only 8:29 a. m., Darlington 9:05 a. m., arrive Florence 9:25 a, m. Wilson and Fayetteville Branch leave Wilson 2:20 p. m., 11:16 pl m., arrive Selma 3:15 p. m., Smithfield 3:22 p. m., Dunn 4:00 p. m., Fayetteville 4:47 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 9:33 a. m., Fayetteville 12:22 p.

> field 1:43 p. m., Selma 1:50 p. m., arrive Wilson 2:25 p. m., 12:22 a. m. Manchester & Augusta R. R. trains leave Sumter 4:40 a. m., Creston 5:32 a. m., arrive Denmark 6:30 a. m. Returning leave Denmark 4:50 p. m., Creston 5:42 p. m., Sumter 6:30 p. m. Daily. Pregnalls Branch trains leave Creston 5:45 a. m., arrives Pregnalls 9:15 a. m.

> m., 10:35 p. m., Dunn 1:06 p. m., Smith-

Returning leaves Pregnalls 10:00 a. m., arrives Creston 3:50 p. m. Daily except Sunday. Bishopville Branch trains leave Elliott 11:10 a. m. and 8:05 p. m., arrive Lucknow 1:00 p. m. and 9:05 p. m. Returning, leave Lucknow 6:05 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:30

p. m. Daily except Sunday.
|Daily except Sunday Sunday only.
|H. M. EMERSON. General Passenger Agent. KENLY, General Manager. T. M. EMERSON, Traffic Manager.

TLANTIC AND NORTH CAROLINA

RAILROAD. TIME TABLE 4. To Take Effect Sunday, November 2, 187.

-AT 12 M.-Supersedes Time Table 3, of October

And Supplements Thereto.

Eastbound.

No. 3.

Pass'ger!

Daily.

Ex Sun.

Westbound. No. 4. Pass'ger Daily Ex. Sun STATIONS. A.M P.M

A.M.P.MI 7 10 3 00 Lv. Goldsboro ... Ar 11 06 8 00 9 14 4 32 Lv.Kinston.... Ar. 10 12 6 00 1 30 5 45 Lv. ... New Bern... Ar. 8 57 10 47. 3 51 7 02 Lv. . More'h'd City. Ar. 7 42 8 15

> S. L. DILL Superintendent.

A.M A.M

JOHN GILL, RECEIVER.

Schedule in Effect November 28th, 1997.

TRAINS LEAVE WILMINGTON.

DAILY. Arrives Fayetteville 12:10 p. m., 9:00 a. m. Sanford 1:48 p. m., Greensbore 4:20 p m, Walnut Cove 5:47 p.m., Mt. Airy 7:45 p.m. Connects with Southern Railway at Greensboro. Arriving Salisbury 8:50 p. m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:35 p. m., Charlotte 10:00 p. m., Atlanta 6:10 a. m., Danville 12:00 night, Lynchburg 1:58 a. m., Char-lottesville 3:35 a. m., Washington 6:42 a. m., Baltimore 8:00 a.

TRAINS ARRIVE WILMINGTON.

York 12:43 p. m.

m., Philadelphia 10:15 a. m., New

DAILY. From New York, Philadelphia, 7:20 p. m. Baltimore, Washington, Char-lottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greens boro, Nashville, Chattanooga, Knoxville, Asheville, Salisbury, Atlanta, Charlotte and all points

North, South and West. LOCAL FREIGHT TRAIN NO. L.

Leave Wilmington 2:55 p. m., arrives attached to this train. Connections at Fayetteville with Atlantic Coast Line, at Maxton with the

Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Scaboard Air Line, at Gulf with the Durham and Charlotte Railroad, at Greensboro with the Southern Railway Company, at Walnut Cove with the Norfolk and Western Railway.

W. E. KYLE, Gen'l Manager. Gen'l Pass. Agent.



SOUTH AND SOUTHWEST

Schedule in Effect May 30, 1897. Train 41.-Leaves Wilmington 3:20 p. m., m., Augusta 3:05 p. m., Den- arrives Lumberton 5:26 p. m., Pembroke :46 p. m., Maxton 6:12 p. m., Laurinburg m., Florence 10:05 a. m., Marion | 6:23 p. m., Hamlet 6:53 p. m. Connects at Hamlet with train 41 for Charlotte and

mouth, Richmond, Washington and points Road leave Weldon 3:55 p. m., Halifax | Train 41.-Leaves Portsmouth 9:20 a. m., arrives Weldon 11:41 a. m., Raleigh 3:30 p. m., Sanford 5:03 p. m., Hamlet 6:53 p. m., p. m. Returning leave Kinston 7:50 a. m., Rockingham 7:39 p. m., Wadesboro 8:11 p. Greenville 8:52 a. m., arriving Halifax at m., Monroe 9:12 p. m.. Charlotte 10:25 p. 11:18 a. m., Weldon 11:33 a. m., daily ex- m., Athens 3:45 a. m. and Atlanta 6:20 a. m. Connection at Weldon with train from Richmond and all Northern points. Pull-

> man sleeper, Portsmouth to Nashville, Train 403.-Leaves Washington 4:10 p. m., a. m., Rockingham 5:23 a. m., Wadesboro Pullman Sleeper, Washington to Atlanta.

Train 38.-Leaves Hamlet 8:20 a. m. Arrives Laurinburg 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton Rocky Mount at 4:30 p. m., arrives Nash- 9:53 a. m., Wilmington 12:05 noon. Connects at Hamlet with trains from Washington, Portsmouth, Charlotte and At-

lanta. Train 402.-Leaves Atlanta 1:00 p. m. Arrives Athens 3:16 p. m., Monroe 9:30 p. m. Leaves Rutherfordton 4:35 p. m., arrives Shelby 5:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monroe 9:10 p. m., Wadesboro 10:31 p. m., Rockingham 11:05 p. m., Hamlet 11:20 p. m., Sanford 1:02 a. 10:50 a, m., Rowland 11:05 a. m., returning m., Raleigh 2:16 a. m., Weldon 4:55 a. m., leaves Rowland 6:10 p. m., arrives Dillon | Portsmouth 7:25 a. m., Richmond 8:18 a. m., Washington 12:31 noon. Pullman Sleepers, Atlanta to Washington and Chester to Portsmouth.

Train 18.-Leaves Hamlet 7:15 p. m., arrives Gibson 8:10 p. m. Returning, leaves Gibson 7:00 a. m., arrives Hamlet 7:50 a. m. Train 17.-Leaves Hamlet 8:40 a. m., arrives Cheraw 10:00 a. m. Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:29 All trains daily except Nos. 17 and 18.

Trains make immediate connections at

Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chatta-Nashville, Memphis, Macon, For Tickets, Sleepers, etc., apply to THOS. D. MEARES.

Gen'l Agent, Wilmington, L. C. E. ST. JOHN, Vice President and Gen'l Manager. H. W. B. GLOVER, Traffic Manager. V. E. McBEE, Gen'l Superintendent. T. J. ANDERSON, Gen'l Pass. Agent.

General Offices. Portsmouth. Va

The Clyde Steamship Co.

YEW YORK, WILMINGTON, N. C. AND GEORGEOWN, S. C., LINES.



LEAVE NEW YORK.

CROATAN Saturday, November 27. ONEIDA Saturday, December 4. FROM WILMINGTON.

ONEIDA Saturday, November 27. CROATAN Saturday, December 4. FOR GEORGETOWN.

CROATAN Tuesday, November 20. ONEIDA.....Tuesday, December 7. Through bills of lading and lowest through rates guaranteed to and from points in North and South Carolina For Freight or Passage apply to H. G. SMALLBONES,

Superintendent THEO. C EGER, Traffic Manager, 5 Bowling Green, N. Y.

L & OMBIDATreeday, Oct. 1